

GREAT STREETS

AVENUES of OPPORTUNITY

From Bellevue to Deanwood to Shepherd Park, neighborhoods of the District of Columbia want vibrant and distinct neighborhood centers filled with proud merchants, well-maintained shops in attractive buildings, excited patrons and supportive residents. These neighborhoods and others are linked by a series of major corridors which have significant potential to be “great streets”—places where people *want* to be.

Mayor Williams’ “Great Streets Initiative” is a multi-year, multiple agency effort to transform under-invested corridors into thriving and inviting neighborhood centers using public actions and tools, as needed, to leverage private investment. The FY 2006 Budget for the Office of the Deputy Mayor for Planning & Economic Development (DMPED) includes up to \$16 million to be invested in economic and community development activities along select corridors and will be matched by over \$100 million in transportation, streetscape, and transit improvements through the District Department of Transportation (DDOT).



Artist rendering of planned transformation of H Street NE after public and private investments in economic development, housing, transportation and streetscape improvements. (DDOT)

Through “Great Streets,” the District will seek private and/or not for profit developers for key public and quasi-public owned parcels. Key sites like the historic Howard Theatre (adjacent to 7th Street NW) and properties owned by the National Capital Revitalization Corporation (NCRC) and METRO could serve as significant catalyst in transforming the District’s major corridors.

TARGETED CORRIDORS

The District contains over 30 corridors which could be considered “major corridors.” Some have significant private investment happening and are in better condition than others. Others are in need of public improvements and investments to facilitate private investment opportunities, including our “targeted corridors.” The targeted corridors designated as “Great Streets” includes:

- ❖ **7th Street – Georgia Avenue NW (Wards 1, 2, and 4)**
(Mount Vernon Square to Eastern Avenue) – 5.6 miles
- ❖ **H Street NE (Ward 6)**
(North Capitol Street to 17th Street NE) – 1.5 miles
- ❖ **Benning Road NE (Wards 5, 6, and 7)**
(Bladensburg Road to Southern Avenue) – 3.5 miles
- ❖ **Martin Luther King Jr. Avenue SE + South Capitol Street** (East of the Anacostia River) (Good Hope Road to Southern Avenue) – 3.74 miles **(Ward 8)**
- ❖ **Pennsylvania Avenue SE (Wards 6, 7 and 8)**
(2nd Street SE to Southern Avenue) – 3.49 miles
- ❖ **Minnesota Avenue (Wards 7 and 8)**
(Good Hope Road to Sheriff Road) – 3.52 miles
- ❖ **Nannie Helen Burroughs Avenue NE (Ward 7)**
(Minnesota Avenue to Eastern Avenue) – 1.45 miles

MORE INFORMATION – BE INVOLVED!!!

A lot of work has to be done, and it will take the collective effort of the District working with communities and potential investors. Become involved by contacting either **Derrick Lanardo Woody**, Coordinator - Great Streets Initiative, Office of the Deputy Mayor for Planning & Economic Development, at derrick.woody@dc.gov or 202.727.2981 or **Karina Ricks**, DDOT Project Manager, karina.ricks@dc.gov or 202.671.2542.

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WHAT'S NEXT!!!

ECONOMIC DEVELOPMENT: In Fall 2005, DMPED anticipates issuing a notice that a portion of our \$16 million budget is available potentially as gap funding for a variety of different purposes, including production of housing (especially affordable and workforce housing), local business development, local jobs, property acquisitions and other activities. More information about this is forthcoming. Funds will be focused within specific sub-areas along the total 22.5 mile-length of all “Great Streets” targeted corridors. Additionally, DMPED is coordinating with the Office of Neighborhood Services (ONS) and all related regulatory and enforcement agencies to make the corridors clean and safe destinations.

TRANSPORTATION ENHANCEMENTS: DDOT began a citywide community discussion in Summer 2005 to establish a framework and standard for decision-making about the quality and character of streetscapes and transportation across and along all corridors. Public meetings related to the framework planning will continue through the end of 2005. Simultaneously, considerable corridor-specific transportation and streetscape planning and implementation is already underway across all corridors:

- **H Street NE** – transportation plan and streetscape design COMPLETE. Engineering design underway, construction to start in late Fiscal Year 2006 (FY2006).
- **Benning Road** – engineering design COMPLETE. Beautification and streetscape design with community scheduled. Construction to start in early FY2006.
- **Pennsylvania Avenue SE** (Sousa Bridge to Southern Avenue) – transportation study COMPLETE. Near term improvements underway, streetscape design/engineering FY 2005, construction to start in FY2006.
- **Martin Luther King Jr. Avenue SE + South Capitol Street (includes Good Hope Road)** – MLK: transportation study COMPLETE. Streetscape engineering design FY 2005, construction to start in FY2006-2007. South Capitol St: Streetscape improvements UNDERWAY (Bellevue community.)
- **Georgia Avenue NW** – streetscape design and engineering to begin in FY2006. Construction to start in FY2007-2008.
- **Nannie Helen Burroughs Avenue NE** – Streetscape design and engineering FY2007, Construction FY2008.
- **Minnesota Avenue NE/SE** – Streetscape design FY 2005 – 2006, construction FY2006-2007.

LAND USE PLANNING: Beginning in Fall 2005, the Office of Planning (OP) will engage community residents in developing land use plans for the following portions of the corridors:

- **Pennsylvania Avenue SE** – 2nd Street SE to Southern Avenue;
- **Georgia Avenue NW** – Decatur Street NW to Eastern Avenue;
- **Nannie H. Burroughs Avenue NE/Deanwood/Watts Branch Park** – boundaries to be determined;
- **Martin L. King, Jr. Avenue SE/South Capitol Street** – Lebaum Street SE at MLK to Southern Avenue at South Capitol;
- **Benning Road NE/SE** – Bladensburg Road to Southern Avenue SE.

Land use plans exist for all other portions of the corridors and are serving as an implementation guide for public actions and private investments through “Great Streets.”

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